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Official paper of Clatsop County and the City of Astoria.

WEATHER.

- Western Oregon and Washington—Rain.
- Eastern Oregon and Washington, Idaho—Rain or snow.

STOW YOUR HAMMER!

The Portland press, with its usual readiness to hammer anything headed for, quartered in, or desired by, Astoria, is at present doing a hysterical stunt over the neglect of the people along the coast line by the shippers of this port, whose vessels are alleged to be idling and rotting at their docks in wilful derogation of a commanding commercial duty of those people and the trade incident.

It is a cold and simple fact that the bars on the Oregon coast south of the Columbia are a series of man-traps and ship-lures for the major part of the winter season, and that no vessel of a draft capable of taking them in safety, dare attempt them except under certain well-known conditions of wind and tide; conditions that do not prevail often enough nor with any fixed recurrence, and rarely to be anticipated by the men who have to take the risks and the blame for non-success and loss.

Just now the Portland hammer is being employed on the devoted head of Samuel Elmore, owner of the steamer Sue H. Elmore, and the motor schooners Erie and Gerald C., which are used in the commerce of the coast and especially at Tillamook. None of these vessels are large enough to contend with the storm that have prevailed for the past six weeks, particularly on the bars below; and that they have not given the service for which they were bought or built, and are maintained, is as well and easily accounted for at Tillamook Bay points as it is right here in Astoria. The largest of this fleet, the Sue H. Elmore, is lighter and smaller than the steamers Alliance and Breakwater (the largest vessels frequenting the bars and bays down that way) and her master, Captain Paul Schroeder, is counted among the best mariners out of Oregon and admittedly plucky when it comes to taking the chances a man ought to take; but that he does not take enough risks to suit the wranglers at Portland is apparent. Of course if he should get in trouble, lose his ship, or the lives of one or more of his crew of passengers, damage his ship or cargo, to the serious loss and disadvantage of owners or patrons, sacrifice his reputation as a reliable and trustworthy man and master, these same sheets would tumble over each other to commend and uphold and endorse him, NIT! This fleet is not working its ports of call because common sense forbids it, that is all there is to it. It is folly to argue that either owner or master would refuse the service on any other grounds. The vessels are always busy in weather that permits their rational handling, and they make a decent profit at the business for the men who are not altogether averse to that profit, and that they should hold up the trade and its income, may be attributed to the one sole cause responsible for it, a season of weather that absolutely forbade their employment.

Even the larger and heavier vessels, the Breakwater and the Alliance, have, within this very period, each lost a life on the bar of Coos, and Tillamook bar is the worst of the two. Five years ago the Alliance was bar-bound at Empire City, loaded with passengers anxious to reach San Francisco on urgent business errands of one sort and another, and Captain Hartwig was simply hounded to death by that urgency, until he determined to test his skill as a mariner and courage as a man, and go to sea. An hour later the same crowd was cursing him bitterly for the deep peril he had

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THE DELUGE OF LAW.

brought them to, and the Alliance only emerged from that peril by a momentary lull in the storm that raged, and crawled away into the open main despoiled and crippled so that she was under repairs for ten days after reaching the Bay City. It was the "lubber" that talked then, and it is the "lubber," up Portland way, that is talking now; and we are tired of it. It may not be amiss to remind these inspired kickers that there are more practical seamen to the block, in this city, than on the whole (but very meagre), waterfront at the metropolis; and any unaccountable lack of attention to business by a ship master here would raise a storm of protest and ridicule that would force a man out of the trade in a hurry. Stow your hammer until you know what you are talking about!

There are but 20 tons of freight on the O. R. & N. docks here now billed for Tillamook, that are not on the decks or in the holds of this fleet. There is any amount of show for an Oregonian representative to come down here, go out on the trip, and verify these assertions and their own blunders, but this will not come to pass alright. The real trouble is, with the Portland end of this controversy, that these boats in the coastwise trade do not run out of Portland, but berth at this port and receive their cargoes, or part of them, from the metropolis by rail and steamer.

As for the risks taken by the Alliance and the Breakwater, and the damage and the loss of life they have sustained, all has transpired, and is due, to the fierce competition for the business, and will sooner or later result in the total loss of one or both the vessels. The road of risk is thickly lined with sacrifices!

TAKE YOUR CHOICE!

There is a long list of available advantages Astoria may choose from this year, for commercial adaptation, and though she modestly limit herself to a few of the greater essentials, she will do well not to neglect the whole list. She may have any or all of the good things if she will but loosen up and go after them, and what she lacks at the end of the present twelve months, will be chargeable to her own inaction. For instance: she may have a hundred oil and gas wells; three or four more saw-mills; a pottery plant or two; a reduction plant for her iron-sands; a tannery, a pulp-mill, a greenhouse, a steamer line or two; the "common-point" rate on wheat; a cross-country automobile road from Clatsop's east line to Tillamook Head; and any of a dozen other adequate and practical things that will help to make a name for the city and county and contribute to their standing

WHERE WILL IT END?

Knowing nothing of the personal merit and equipment of either of the gentlemen lately figuring as candidates for appointment to the federal district attorneyship of Oregon, the Astorian is inclined to believe that the primary cause for the President's choice of Scheubel over Bingham, is due to the fact that the latter is one of the leading attorneys for the Southern Pacific Company and largely influential, in an advisory sense, in that corporation's land policy; a policy emanating from the Harriman cabinet and not at all popular in Washington, nor in the State of Oregon. Mr. Roosevelt is not a "forgetter," and can trace a sequence as far as most men in our out of office.

It is up to the Oregon delegation to choose men for such commanding posts as this, who are unassailable directly, or by implication, whose associations are free from the taint that offends the national nostril; and until it learns to confine its recommendations to men absolutely clear of suspicion and undue influence, even by the remotest line of interest and affiliation, it is likely to go up against just such slams as were administered in this particular case.

Nevertheless, the American cavalry has done some pretty good riding.

COFFEE

Insist on the roaster's name; never mind the country it grew or is said to have grown in.

Your grocer returns your money if you don't like Schilling's Best; we pay him

With 47 constitutions and codes and about ten thousand charters, federal, state and municipal; beside an infinite and intricate mass of departmental requirements and restrictions just as imperative as the organic layout, we may justly consider ourselves a bit overdone in the way of law. It is presumed that all these elemental systems are founded upon an identical lot of principles, and they may be; it is immaterial, in the light of the more patent, various and burdensome constructions of the law, enforced by the edicts of a thousand independent courts throughout the land.

One of the greatest jurists of America said, years and years ago, "we have too much law!" and the products of two decades that have passed since that declaration, give tremendous emphasis to the conclusion. Nor is the real burden of this congestion of edicts attributable so much to the varying interpretations of the courts, as to our own individual indisposition to obey the law, or, rather, our desire to evade it. We do not respect it as we should because of the overwhelming surfeit that has created a universally contemptuous view of it. We may say what we like on the platform, in the press, by way of stilted advice and flamboyant period, we are losing the old, traditional concept of the law and cheapening it everlastingly; not because we are a lawless people nor really indifferent to its supreme attributes, but on account of the infinite and confusing mass of it, that grows and grows with the years, and yields a monstrous medley of opinion and conclusion that removes it farther and farther away from the organic principles supposed to underlie and foster it in its worth and dignity. We have, indeed, "too much law."

THE DAY OF FRATERNITIES.

One of the conspicuous, and commendable, features of modern existence, is found in the wonderful play of the fraternal spirit throughout the length and breadth of America. As an example, Astoria, with her 15,000 people and 44 lodges and societies and associations, all duly registered and flourishing, may be taken to illustrate the scope and claim this element of service and business has upon the ordinary community. We cannot know the sum of real good done by these groups, for their operations are not codified and disseminated as are the totals of our public institutions; yet it is known that the sum of their beneficent actions runs into hundreds of millions of dollars annually, and this aside from the preservation and nourishing of the kindly doctrine of fellow-help and co-reliance that bind men in closer unity and build the wider range and base of co-ordinate human action. It is one of the comforting signs of the times that this spirit is broadening all over the country; for it will serve a mighty purpose some day when the principle of coalition is urged by some stupendous cause demanding the instant and complete union of the people.

The Pure Food Law.

Secretary Wilson says, "One of the objects of the law is to inform the consumer of the presence of certain harmful drugs in medicines." The law requires that the amount of chloroform, opium, morphine, and other habit-forming drugs be stated on the label of each bottle. The manufacturers of Chamberlain's Cough Remedy have always claimed that their remedy did not contain any of these drugs, and the truth of this claim is now fully proven, as no mention of them is made on the label. This remedy is not only one of the safest, but one of the best in use for coughs and colds. Its value has been proven beyond question during the many years it has been in general use. For sale by Frank Hart and leading druggists.

The senate would not complain that there's nothing doing, when Davis and Tillman are both in their seats and answering roll-call.

Stomach Trouble Cured.

If you have any trouble with your stomach you should take Chamberlain's Stomach and Liver Tablets. Mr. J. P. Klote, of Edina, Mo., says: "I have used a great many different medicines for stomach trouble, but find Chamberlain's Stomach and Liver Tablets more beneficial than any other remedy I ever used." For sale by Frank Hart and leading druggists.

THOSE PERMANENT IMPROVEMENTS

JUDGE BOWLBY PRESENTS SOME
NEW ARGUMENTS IN RELATION
TO THE REPAIRS PROJECTED ON
ELEVENTH AND EXCHANGE.

Apropos of the recent discussion as to the manner and place for commencing the permanent line of repair and improvement to be inaugurated by the City of Astoria, especially in regard to the work necessary on Eleventh and Exchange streets, the Astorian is in receipt of the following communication, which demonstrates some further points of interest in connection therewith:

"Astoria, Ore., Jan. 9, 1908.

"Editor Astorian:—

"Referring to your article on concrete retaining walls under the outer edges of the sidewalks, as an increment to the lot-owners responsible for the newer style of improvement of streets here, I wish to state, that since the proposition was made to use such methods in the improvement of Eleventh street, between Duane and Exchange, the city attorney of Portland has expressed the opinion 'that the sidewalk space below the surface, in that city, belong absolutely to the municipality and are not amenable to private use nor occupancy'.

"If then, the use of the space under the sidewalk to the adjacent property owner is but temporary and subject to license from the city, the property owners do not care to incur the extra expense; and in either event, the owners of inside lots do not, or might not, get any benefit from the private use of the space below the walks. A wooden bulkhead along and under the outer edge of the sidewalks would be cheaper and would be superseded by the walls of the adjacent buildings as soon as they should be built.

"I will also take the opportunity now, to speak of grades. Street improvements, and the elevation of buildings cannot be made permanent until the newer and higher grades are established at approximate and proper altitudes. Before the Astoria Savings Bank building was erected at Duane and Eleventh streets, much effort was expended in endeavors to have the grade raised, but without avail. That building was then put up four feet above the level of the street; and yet the recent high tides came within 14 inches of the basement flooring of the structure. When Eleventh street shall be filled in, what will be the conditions as to sewerage? It is 700 feet from there to the waterfront and the sewer should have some fall. And how much worse will it be for those buildings four feet below, on the street level now prevailing? Basements in there will be useless and such conditions will not be tolerated a little later; in which event the streets will have to be torn up and all buildings raised.

"I am convinced that it were better to re-set these grades now while, in many places along that route, there are no buildings as yet, and in other places only wooden structures, which can be easily raised.

"J. Q. A. BOWLBY."

Don't Take the Risk.

When you have a bad cough or cold do not let it drag along until it becomes chronic bronchitis or develops into an attack of pneumonia, but give it the attention it deserves and get rid of it. Take Chamberlain's Cough Remedy and you are sure of prompt relief. From a small beginning the sale and use of this preparation has extended to all parts of the United States and to many foreign countries. Its many remarkable cures of coughs and colds have won for it this wide reputation and extensive use. Sold by Frank Hart and leading druggists.

If the Japs want to go home, they are accused of hostile intentions; if they want to stay, they are charged with conspiracy; they go on, doing about as they please.

Lame Shoulder Cured.

Lame shoulder is usually caused by rheumatism of the muscles and quickly yields to a few applications of Chamberlain's Pain Balm. Mrs. F. H. McElwee, of Boistown, New Brunswick, writes: "Having been troubled for some time with a pain in my left shoulder, I decided to give Chamberlain's Pain Balm a trial, with the result that I got prompt relief." For sale by Frank Hart and leading druggists.

London is making a poor showing in trying to play the Druce case against the Thaw trial as a yellow attraction.

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WHITE WINES

Riesling—Medium light table wine.
Sauterne—Natural mellow, pronounced
flavor.
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of Sauternes.

Sparkling Sec Dry—Fragrant, clean
and vinous.

RED WINES

Zinfandel—Clean, light table wine.
Burgundy—Medium bodied, mellow.
Sparkling Burgundy—Brilliant, pleasant.
Grape Juice, Maraschino cherries, fruit
and Cognac Brandy, and a full
line of Cordials.

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